



Risborough and District
Model Railway Club

Oct-Dec 2022 Autumn

FOOTPLATE



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WELCOME

During Risborough Festival we had an Openday just for the afternoon. This was surprisingly well attended, possibly as we were between the main event in the High Street and the car park. Our large sail flags meant you could not miss us!

Thanks to all who helped with this event. The second-hand table took almost £300 and catering another £50.

Our next event is the show in Haddenham on 15th October. This is a small show and we will see how good a venue this is. Hopefully this will get us back into the routine of shows and make us some money. It has been a long time since we had a show.

Our stored items have now moved from Furze Farm to Quainton. This will save us a lot of money, so now we can start the Modelling Saturdays again. We will still need to find a way to get the Aylesbury boards to wherever we meet. QRS is a possibility and I am still looking at the Community Centre if they have storage.

We have also gained a new layout, Mellin Parva, which we have operated at QRS and can take on the exhibition circuit. We are doing a little refurbishment and sorting out enough stock to operate an interesting display. Our second operation day at QRS will be Oct 2nd.

Paul

From the Internet

The railways of Great Britain and Ireland practically described and illustrated. Published in 1842.

<https://babel.hathitrust.org/cgi/pt?id=mdp.39015021124311&view=1up&seq=5&skin=2021>

Signalman puts Western Queen in wrong Platform

<https://www.youtube.com/watch?v=gc3FqADbeN0>

Britain's Finest Model Railway - Semley - Finescale P4 Layout

<https://www.youtube.com/watch?v=45MvGDAPsQY>

The Japanese Railway Station That Looks Like A Train!

<https://tokyofox.net/2020/05/09/the-japanese-railway-station-that-looks-like-a-train/>

Ebbw Vale Steelworks 1999. Rare footage inside + Cab ride

<https://www.youtube.com/watch?v=nxumFue3hXY>

LYR/LNWR Merger Centenary Gala - East Lancs Railway

<https://www.youtube.com/watch?v=xoR1DBlsxKs>

Bend images online, a useful tool for making your own decals.

<https://fontmeme.com/bend-images/>

Build an AWESOME Run Down... Hotel?... Realistic scenery Vol.33

<https://www.youtube.com/watch?v=CzOtZNchIPk>

Front cover: Koploper (ICM Inter City Material) at the rebuilt Utrecht Centraal Station in June 2022. Paul

A trip on the Rocky Mountaineer

One of the most scenic railways of the world, the Rocky Mountaineer crosses the Rockies in Canada, but recently has been extended to also run in the USA. The trip I decided to do, was the Banff to Vancouver 2-day journey through spectacular scenery. You can also do Jasper instead of Banff or go the other way. Whichever you choose you'll be spoiled.

There are two levels of service: silver leaf or gold leaf. Silver leaf is in a single level carriage where you are served your meals at your seat, whereas gold leaf is in a double deck carriage with the seats in the top level all of which face forward and a panoramic glass roof, and the lower level containing a dining area where your top-class meals are served. We will be treated to breakfast and lunch on the train, cooked by a chef per carriage in the tiny kitchen.



Above: The gold leaf carriages at the station in Banff

Banff is a resort town in the province of Alberta, located within Banff National Park. The snow topped peaks of Mt. Rundle and Mt. Cascade, part of the Rocky Mountains, dominate its skyline. The town is nice to spend a couple of days in.

The train leaves the station at 8:30am hugging the Bow River for the first part of the journey, as does the Trans-Canada Highway on the other bank. The track rises gradually with a general upward gradient of about 2%, except just past Kicking Horse Pass where the river drops more dramatically with a gradient of 4.5%, known as the Big Hill. Here the trains struggled when the track was first built, so not many years later, spiral tunnels were constructed to reduce the gradient to the 2% mark. The freight trains are so long that it is possible to see one part pass you, a second part entering the tunnel, while the third part exits the tunnel.



Above: A single train looping going in and out of the spiral tunnel

The mountains even in June are snow covered, their jagged outline clearly visible through the glazed roof. The rivers are in full flood with melt water from the winter snows.

Because the track runs so close to the river, the view is excellent for most of the journey. There are a few places where the track runs through the trees and the view is blocked, but this is uncommon.



Above: The Bow River in full flow



Above: The mountains in the distance.

We pass many lakes and through a few towns, until reaching Revelstoke where there is a railway museum. Unfortunately, the train does not stop there but stock is clearly visible as we passed through the station at about 10mph.



Above: The railway museum at Revelstoke

The train generally runs at a maximum speed of 30mph, due to the line being single track with passing loops. Any faster and we'd catch up the freight train somewhere ahead of us. Many of the passing loops aren't big enough for the freight. Our train is short, so quite often we'd slow down to enter one of the loops, with a stationary freight train in the other. As we slowly travelled along, the freight would begin to move, the idea being that we'd reach the other end just as the end of the freight train cleared it. This often didn't happen, and we'd stop for a while for our track ahead to clear. I counted one double stacked container train having 172 cars. The gross weight of cars I looked at seemed to be about 125 tons.

The journey breaks at Kamloops, where we are taken off into a coach and transferred to a hotel for the night. It is very well organised, and we are given our room keys on the train, saving checking in or out at the hotel. It's a typical town which has been built assuming that everyone has a car, so finding a restaurant near the hotel isn't that easy. The railway yards here are massive, and have engineering works on site for train maintenance.

Next morning we are off on our coach again, back to the yard. The Rocky Mountaineer does not use Kamloops station but uses a track in the freight yard.



Above: The Fraser River

We reverse out to put ourselves on the correct track for our onward journey to Vancouver. I notice that we now have only 2 locos on the front, instead of the 3 we had the first day. Perhaps most of our onward journey is downhill now. The track joins up with the Fraser River which we'll follow all the way into Vancouver.

The scenery differs now, not so many snow covered peaks, more raging rivers, and more towns until we reach the flat plains outside Vancouver. This is fertile land, where fruit trees abound. The train speeds up here, crossing multiple level crossings with the horn blaring regularly. At long last we arrive, again not in a station but in a freight yard. A coach ferries us to our final hotel, after we've found our luggage. A curious thing – our luggage has never been on the train but is brought here by road in a truck. It was delivered to our hotel in Kamloops, but here in Vancouver it has been delayed on route, and we arrive just ahead of our bags. There is only a slight delay.

The journey is long. Two days of about 11 hours each. It is comfortable, the food is very good, the attendants excellent providing a commentary of what we see outside. We have seen 3 bears alongside the track and many eagles in the trees scanning the river for fish, as well as Ospreys.

I'm glad I've done it. It is well worth it. A bucket list item ticked off!

James

Laser Cutting Materials

In stock we have:

0.5, 0.75, 1, 1.5 & 3.2mm white plastic (Rowmark) with some 1.5 & 3.2mm in black. Sheets are 1220 by 610mm.

Clear acrylic in 0.5 & 1mm. Sheet sizes vary but some are 1000 by 1000mm.

MDF in: 1.5, 2, 3.2, 4 & 6mm, sheet sizes are 1220 by 600mm

The max. size the cutter takes is about 350 by 450mm. The larger sheets will be cut down to approx. A3 or A4 and we will calculate the prices.

Doncaster

My work has recently taken in the Railfreight intermodal terminal at Doncaster iPort. Around 8 trains a day serve the terminal. Here 66765 is awaiting departure on 31st May.





Graham

Paper Palette

There are many occasions when I put a blob of glue on a piece of card or plastic so I can transfer small amounts on to the model I am working on. Sometimes I have to hunt around for a suitable piece. I have now come across paper palettes. These are for artists mixing paint but work equally well for superglue, PVA, epoxy etc. They are basically wax coated paper sheets. I just tear off a square when I need it. The brand I bought is Boldmere and you get 30 sheets of 23x30cm waxed paper for £3 from The Works. This should last me quite some time.



<https://www.theworks.co.uk/p/artist-supplies/paper-palette-30-tear-off-sheets/5052089000049.html>

Paul

Aylesbury LNWR Wagons Progress

We received a donation of stock from David Clarke and John Redrup. This consisted of 7 completed wagons (2 x MR and 5 x LNWR). These needed a little attention to the brakes to get them to run smoothly and a wipe down with IPA to reduce the weathering. I also painted the inside a more suitable colour.



There are also 4 kits: a MR open which is being built by Steve Walker and an LNWR full brake which is being built by Ken. Both are white metal and we had to provide some missing parts. A part built brake van and cattle wagon kit are with James for completion. The MR coke wagon I rebuilt as the body was coming apart. It was also repainted in a lighter colour but slightly darker than the one I built to show different age of paintwork.



The load is coal which has been lightly sprayed with grey to be closer to the colour of coke.



I have made some progress with the kits I bought. So far there are 3 ballast wagons, a MR coke wagon, a twin bolster rail wagon, loco coal wagon, traffic coal wagon, 1 plank, 2 plank and 4 plank goods wagons. I am making loads for the coal & coke wagons and will find some suitable rail for the bolster wagon.



There is also a PO coke wagon made by adding the coke rails to a Slaters kit. I still need to get transfers for this kit and one other PO wagon. Still to do are 2

more ballast wagons and another twin bolster which I will modify to become the D13 timber twin bolster. This is a little shorter in length and wheelbase than the rail wagon.

So far we have enough wagons to make up mineral, freight and PW sets. Coaching stock is also progressing well.

Roy has made a start on the open carriage truck. Bob found the parts for this when clearing out some drawers of modelling bits.

Couplings

The choice of couplings came down to what was available and would work reliably. B&Bs work well but are unavailable, Spratt & Winkle are a bit ugly, AJs need a lot of adjustment to keep them working. After a bit of discussion we have decided on using Dingham couplings. They are available from the Gauge O Guild at £13,50 for 20 sets. They are usually different at each end, so you have a hook and loop one end and a hook and latch at the other. This does mean that stock has to be kept a certain way round. We have decided that the hook and latch will be at the station end and the hook and loop towards the storage yard. I will make these and distribute as required.

Stock still required

We still need the following:

D32 van x1

D33 van x2

Both of these are available from Mousa Models.

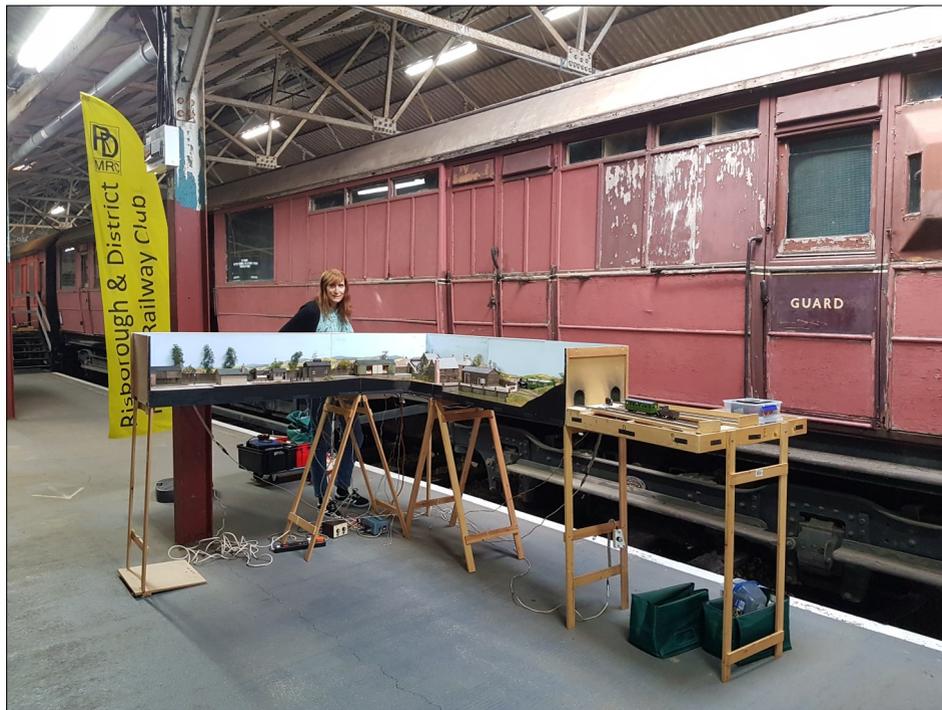
Cattle wagons: James is building a D&S kit we were given, but a few more would be useful. We may need to 3D print these. Ken has said he will make the prize cattle wagon from Wizard/51L Models.

We also need wagon loads: Tim has moulds for crates if anyone would like to have a go at resin casting. Sacks would also be useful and could be made from DAS or similar material and then covered with a tarpaulin. Barrels are also needed.

Paul

Mellin Parva at Quainton

In July we had our first running day for Mellin Parva at Quainton. The layout ran fairly well considering it had been in storage for some years. It was also good to be seen to be supporting QRS.

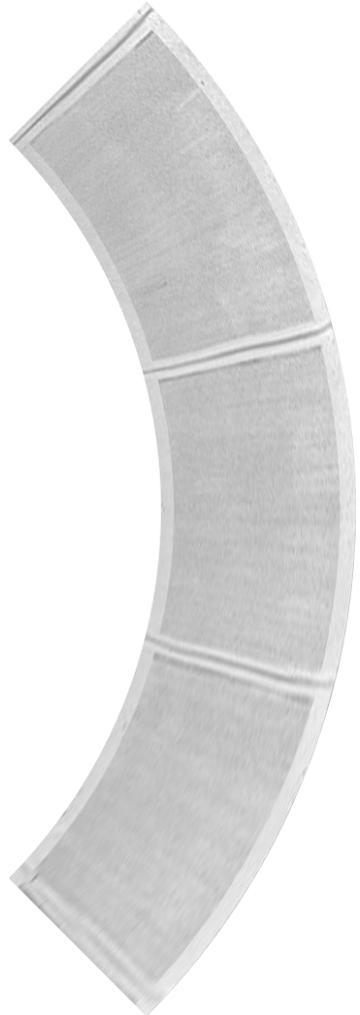
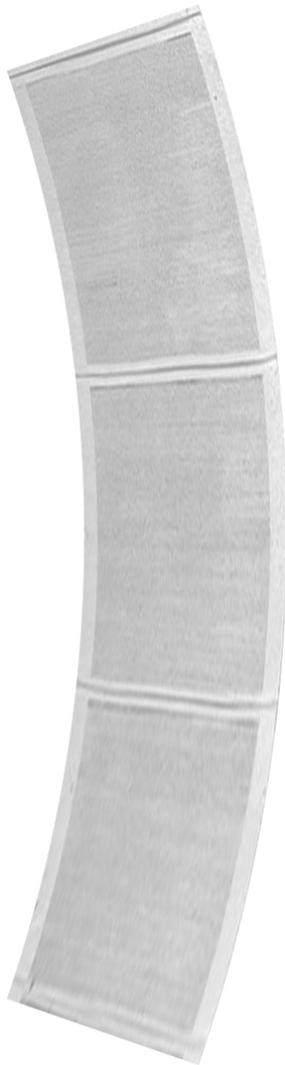


Articles for Publication in Footplate

Articles can be on any subject including, model reviews or construction, places you have visited, your own layout etc. and should be sent at least 1 month before publication dates, i.e. beginning of March, June, September and December for publication in April, July, October and January. Plain text, no formatting, photos as high a resolution as possible.

Making Concrete Footpaths

Some of the footpaths on the layout are concrete. To make these I started by making and altering paper templates. When this was the right size I made a card path and stuck it down. This was painted light grey and given a coat of gloss varnish, so far so easy. The final surface texture is made with a decal. I found an image of a suitable path, this is then squared up using the perspective correction tool in Paint Shop Pro and cropped to give the straight path sections.



This can then be bent using an online tool at <https://fontmeme.com/bend-images/>. This allows you to upload an image and then bend it by any amount. See images on the previous page. A series of bent path images were created in this way, each one being a tighter curve. The colour and brightness can be adjusted to the required level and the size checked by printing on paper. The path sections are now printed onto decal paper to create waterslide decals. I ended up making two widths of path and four different curved sections. The end result gives a concrete path.



Making water for Inchrya Mill

Part 1: Main body of water

What could be better in a long hot summer and drought than the ability to make water? Well, we've been doing just that modelling the mill lade on Inchrya Mill.

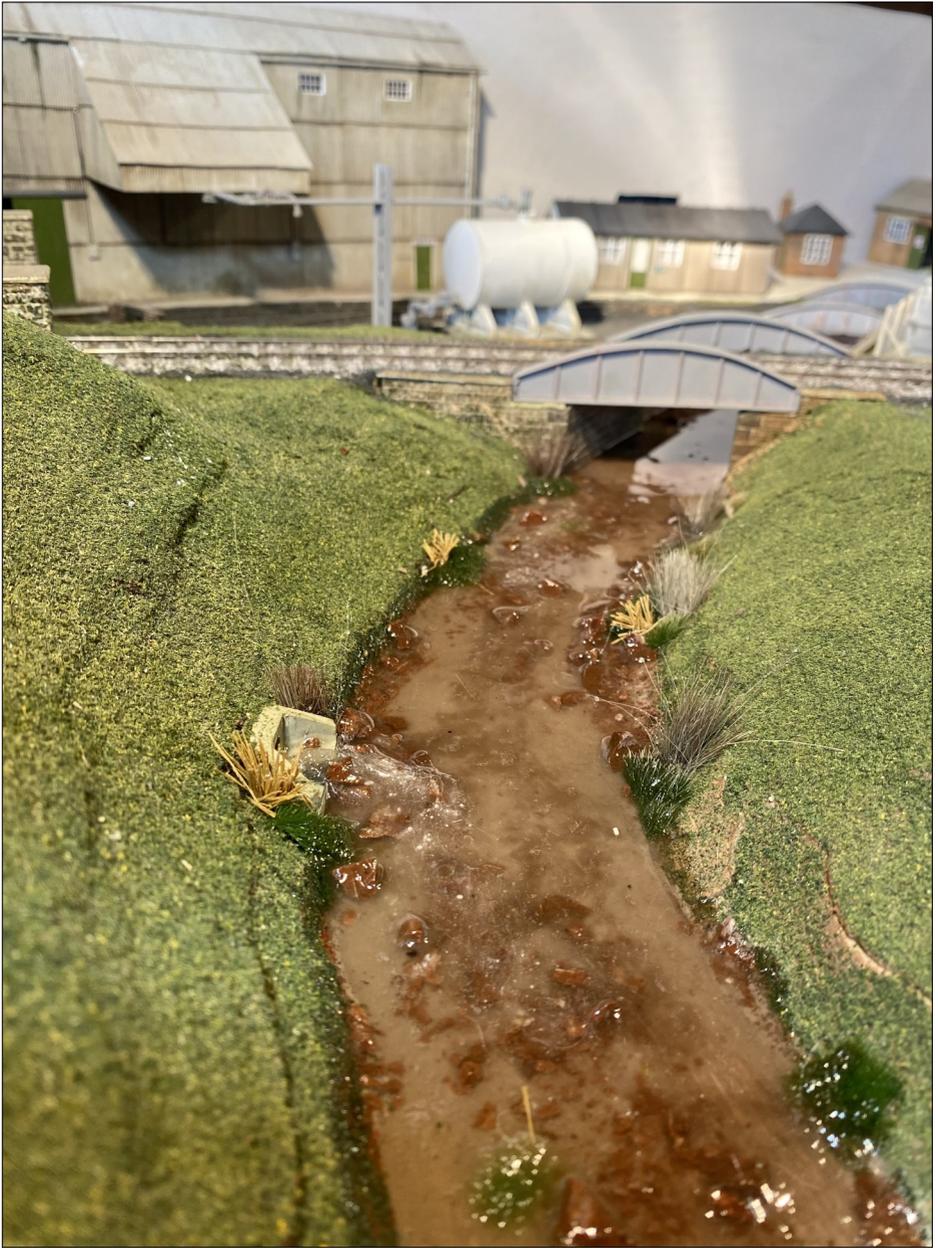
Sadly, it's not water you can drink or put on your garden but essential none the less for a model paper mill.

The starting point has been the canalised river through the mill, with control sluices (Wills kit) and abstraction pond later opening out into a natural water-course.



The canalised river bottom was painted with Woodland Scenics Olive Drab Water Undercoat whilst the more natural section used a reddish brown. Rocks, sands & gravels of matching shades have been added with clumps of vegetation using Woodland Scenics, Green Scene and Silfor products. Onto this have been applied the water.





We have used 1:1 ratio clear epoxy casting resin which is widely available and good value. We have built up the deeper section, upstream of the sluice with 2 layers. The base layer being a pure clear mix, the shallower sections downstream just have 1 layer.



Before committing to the main boards, we created small practice panels and tried out different colouring & texture ideas. Once happy, we set about the main boards.

The deeper sections used 80ml in the base layer and 100ml in the 2nd layer. The 2nd layer incorporated a small amount of weathering powder, in the main this was Abteilung dark grey Urban Industrial Dirt. This gives a murkiness to the water (essential for a 1960s industrial setting) and gives a

flow as it's a variable density colouring (unlike a liquid pigment).

Into this was then poured, in smaller quantities and at specific features, a second mix which incorporated white Abteilung Ashes powder. Applied at a discharge pipe and around the sluice and weir, when combined with the Deluxe Materials Scenic Fibre, this produces a very effective turbulent water. Part 2 will show how we finish these features.

The downstream section again used the lighter mix with the white Abteilung Ashes powder with more Deluxe Materials Scenic Fibre added over rocks and from a discharge culvert head wall. Small amounts of the dirty grey mix were then trickled in and dappled with a brush. Overall, this section used around 120ml of resin.

The effect is a multi-tone river, visible rocks and soft bed but with a hint of flow.

Graham

AK Interactive Photoetch Burnishing Solution.

I have been using a bottle of Carrs Brass Black for many many years but it has finally almost gone. Looking around for a new bottle, Eileen's Emporium have Birchwood Casey Brass Black for £20. This stuff gets good reviews and I know a bottle lasts me many years but I still thought it expensive. More

searching and I came across AK Interactive Photoetch Burnishing Solution from Amazon for only £10. The bottle is a similar size to the BC solution. I tried it out on some brass strip I was using for catenary parts and 4mm scale couplings. I always wash the parts in IPA first to make sure they are clean. They blackened well, not instant, it took maybe 10s but no issues. It may be that this solution is weaker than the Birchwood Casey but it does work. Which is better value is up to you.



Paul

Club Diary

2022

Many shows are still being cancelled, some are still listed as going ahead at present but this may change at short notice.

October	1-2	Fareham & District Model Railway Club, Fareham Leisure Centre, Park Lane, Fareham PO16 7JU
	2	Mellin Parva at QRS working session.
	15	R&DMRC Model Railway Show at Haddenham Village Hall.
November	12-13	Hampton Court Model Railway Society. Tolworth Recreation Centre, Fullers Way North, Tolworth KT6 7LQ
	26-27	Warley Model Railway Club, National Exhibition Centre, Birmingham B40 1NT

2023

January	7	Marlow, Maidenhead & District Model Railway Club Cox Green Community Centre, 51 High Field Lane, Maidenhead SL6 3AX
March	4	Abingdon & District Model Railway Club, Abingdon & Witney College, Wootton Road, Abingdon OX14 1GG